



Cabinet



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Report for:	Cabinet
Title of report:	Parking Service Tariff & Business Case Proposals
Date:	18 th July 2023
Report on behalf of:	Councillor Sally Symington, Portfolio Holder for Corporate & Commercial Services
Part:	Part I
If Part II, reason:	
Appendices:	Appendix 1 – Neighbouring Local Authority Town Centre Car Park Tariffs Appendix 2 - Privately Owned Car Park Appendix 3 – Current Car Park Tariffs Appendix 4 - Community Impact Assessment
Background papers:	5 July 2022 Finance & Resources OSC – Commercial Programme Update 27 Sep 2022 Cabinet – Commercial Strategy 1 Feb 2023 Finance & Resources OSC – Commercial Programme Update 21 Mar 2023 Cabinet – Commercial Strategy Update 4 Jul 2023 Finance & Resources OSC - Parking Service tariff & Business Case proposals
Glossary of acronyms and any other abbreviations used in this report:	IBC - Initial Business Case FBC – Full Business Case MTFS – Medium Term Financial Strategy EVCP – Electric Vehicle Charge Point TRO – Traffic Regulation Order

Report Author / Responsible Officer

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Corporate Priorities	A clean, safe and enjoyable environment Building strong and vibrant communities Ensuring economic growth and prosperity Ensuring efficient, effective and modern service delivery Climate and ecological emergency
Wards affected	All
Purpose of the report:	<ol style="list-style-type: none"> 1. To update Cabinet and seek approval on the recommendations to commence consultation for increasing parking tariffs and making changes to the parking charging policy 2. To update Cabinet on the outcome of the Parking Full Business Case in relation to 'smart' technology
Recommendation (s) to the decision maker (s):	<ol style="list-style-type: none"> 1. That Cabinet agrees to progress to a formal consultation on the proposed changes to parking tariffs and charging policy 2. That Cabinet delegates authority to the Portfolio Holder for Corporate & Commercial Services and the Strategic Director Corporate & Commercial Services to consider the responses from the consultation and decide to implement the proposed changes to parking tariffs and charging policy or agree any amendments thereto. 3. That Cabinet agrees to progress the implementation of 'smart' technology as part of the re-commissioning of the parking enforcement contract
Period for post policy/project review:	The proposals in this report will be reported and scrutinised through the quarterly performance updates which are provided to Finance and Resources Scrutiny Committee.

1. Background

- 1.1 As previously reported to Cabinet in September 2022 and March 2023, Dacorum Borough Council (the Council) launched its Commercial Strategy in 2022, to support the Council's ongoing financial sustainability and delivery of services and strategic objectives for the Borough, which include housing, regeneration and responding to climate change.
- 1.2 In 2021, the Council approved its Climate and Ecological Emergency Strategy and made this one of its six corporate priorities. Although the majority of the Borough's emissions are outside of the Council's direct control, it pledged to support the Borough to become net zero by 2050 and to work alongside individuals, community groups, businesses and schools to help achieve this.
- 1.3 The Commercial Strategy adopted a broad definition of 'commercial', including a change in culture to focus on regular assessments of ways in which the Council might be able to use its assets and capabilities more effectively; to improve service and financial outcomes. It is recognised that continued financial pressures mean that focussing on cost reduction measures alone will not be a sustainable strategy, if the Council wishes to continue delivering its ambitions and services to those that live and work in the Borough. There are various themes within the Commercial Strategy, including how the Council can drive value, income and efficiencies through careful consideration of a range of service models, procurement and contract management, and how it can maximise the value of its assets and investments.
- 1.4 As part of a new more commercial focus, a range of potential opportunities were assessed early in 2022. Twelve Initial Business Cases (IBCs) were developed at high level, and then taken forward for development into Full Business Cases (FBCs), during the course of 2022 and 2023. The outcomes of these FBCs have been the subject of previous reports to the Finance & Resources Overview and Scrutiny Committee and Cabinet, and reports will continue as appropriate in the future.
- 1.5 This report outlines the outcomes from the FBC for Parking Services, and sets out the proposals that are now being presented to Cabinet, with a recommendation for approval. The FBC focused on changes to Council parking policy to ensure fair and equitable access to Council services and assets, appropriate pricing and cost recovery that reflect the value and costs of the Parking service and assets, and to support wider strategic objectives relating to promoting active travel and sustainable transport, the environment and climate change.
- 1.6 The FBC investigated the following areas:
 - a) A review of tariffs and charging policies across the Council's car parks, to reflect inflation and cost increases, make better use of the Council's parking assets, identify opportunities for the Council to amend and improve charging policies, and introduce more equitable charges across the borough.
 - b) Consideration of the introduction of 'smart' technology, to improve the parking experience and allow for flexible and targeted parking tariffs that support environmental or other strategic objectives; for example tariffs that contribute to a reduction in local air pollution.
- 1.7 This paper sets out each of the above areas in more detail and provides recommendations for each.

2. Issue/Proposal

2.1 Context and drivers for changes to parking tariffs and charging policies

The Council has the ability to make better use of its parking assets and utilise them in a more strategic manner, to improve parking services from an operational, commercial and environmental perspective and deliver a more consistent approach on parking tariffs and charging policies. There are a range of considerations as to why it is necessary to increase tariffs and update parking charging policies. These include the following:

- The Council's parking charges are significantly lower than public sector averages, and local private sector parking. Benchmarking parking tariffs with other Local Authority car parks shows the Council's parking tariffs are in the lower quartile of prices charged, with tariffs varying between 20% to over 100% lower (see appendix 1). Further benchmarking with privately operated car parks in the vicinity also show that the Council's parking tariffs are lower (see appendix 2).
- Parking tariffs across the Borough were last reviewed and increased in 2019. During this period, inflation has increased by c. 25%, so the current proposals for tariff increases in off-street car parks only bring the Council's tariffs in line with the cost of inflation, and will warrant further reviews going forward to ensure tariffs keep pace with costs of service.
- Proposals for increases to on-street parking reflect the value of the on-street parking resource for those who choose to park closer to their intended destination, rather than using a nearby off-street car park.
- The Council has ongoing financial pressures arising from reduced parking income since the onset of the pandemic. In 2022-23, there was a deficit in parking income of £600k. Thus, there is an ongoing need to set appropriate tariffs that maximise income and reflect the cost of the assets and parking service, given the ongoing pressures to parking income. The Council cannot afford to subsidise any part of its parking services as it would have a negative impact on the ability to maintain its assets and on wider delivery of Council services.
- The Council has a range of parking charging policies that have built up over many years and require a comprehensive review and update, to improve the consistency and equitability of approach to parking charges throughout the borough. As noted above, it is not equitable or financially sustainable for the Council to subsidise part of its parking services. Hence the proposal to remove free parking across the Borough to reflect the true cost of parking provision, and to also encourage where possible changes in behaviour with regard to transport options, that will support wider environmental benefits.

The proposals relating to charging policies resulting from the work of the FBC include the following:

- Removing free/partially free parking to ensure consistency of approach
 - Change of charging policies relating to chargeable hours
 - Overhaul and rationalisation of long and short stay parking tariffs
 - Re-open the upper level of the Water Gardens North car park to increase capacity.
- The modest adjustments proposed to bring tariffs closer to other Local Authorities, and a more consistent application of charging policies across Council car parks could provide the following benefits:
 - Provide an appropriate and more equitable charging basis that reflects the value of assets and cost of the services provided

- Provide a more equitable charging basis for users across the Borough, with consistency as to charging policies (e.g. removing free parking in certain areas which effectively means that those parking in certain areas of the Borough are receiving a Council subsidised parking service, while those in other areas are not).
- Drive additional income that will contribute to parking income pressures, and contribute to the Council's wider financial sustainability and delivery of services
- Contribute to longer term objectives relating to sustainability and climate change, as part of a holistic approach to encouraging behaviour change in relation to travel and sustainable transport options.

2.2 Proposals for Parking Tariff Increases

It is proposed that the following tariff increases are considered for approval by Cabinet:

- 1) A 40p increase on all off-street parking tariffs, which will result in c.25% increase in off-street income
- 2) An introduction of a standard hourly charge across all on-street parking, and increase of the on-street charge across the Borough to £2 for an hour (currently on-street tariffs range from the equivalent of 50p an hour to £1 an hour and are not charged by the hour in all instances. An hour is the maximum parking limit for on-street parking).

The table below demonstrates the estimated impact to Council income of an overall 40p increase to each off-street parking tariff. The table also demonstrates the impact of an on-street tariff increase to a standardised £2 hourly rate.

The usage figures that have been used to estimate the level of income that could be generated were calculated to reflect uncertainty as to the effects of parking tariff changes on parking behaviour. Given the Council's current pricing is less than other public and private sector parking as shown by the benchmarking, this is not expected to be significant for off-street parking. Changes to on-street parking could result in a certain amount of customers switching to use of the Council's off-street car parks or deciding to use more active transport options (e.g. walking or cycling where journeys are short).

Table 1 – Recommended Parking Tariff Increases

Description	2023/24 (part year)	2024/25 (full year)	2025/26	2026/27
40p Tariff Increase across all car parks	£115,771	£463,083	£463,083	£463,083
On-street parking - increase to standardised hourly rate	£13,514	£54,056	£54,056	£54,056
Implementation costs	-£27,000			
MTFS Inflation Expectation 2%	-£100,000	-£138,401	-£177,571	-£218,292
Total	£2,285	£378,738	£339,568	£298,847

This additional income would contribute to the Council's overall Medium Term Financial Strategy (MTFS). The MTFS already assumes £100k of additional parking income in 2023/24 as part of the review of parking tariffs and charging policies and a 2% increase in parking income built in from 2024/25 onwards.

The estimates of additional income have taken the MTFS assumption into consideration, meaning net additional income over budget of £2k for the last 3 months of 2023/24, £379k full year impact for 2024/25, £340k for 2025/26 and £299k for 2026/27.

Even after implementing the increases as set out in this report, the Council's car parks would still be in the lower quartile of prices charged in similar car parks managed by other Councils and also less expensive than similar nearby private car parks, so would still offer value for money for residents and visitors.

2.3 Review of the Parking Charging Policies:

The Council's Commercial Strategy supports maximising use of Council assets to contribute to financial sustainability and service delivery. It is timely to review charging policies now, to ensure the Council's charges are reasonable and consistent with the wider parking sector, and deliver optimum levels of income that will support the Parking Service and wider Council service delivery.

The proposed removal of free parking as part of a wider update to Council car parking charging policies will also provide a more equitable approach to charging across the Borough, and ensure that the charging policies support the effective and efficient use of valuable Council assets, and reflect the cost of parking services. There is a cost for provision of all parking assets and services and by removing instances of free parking, the Council is ensuring there is a consistent approach to cost recovery and there is no subsidising of parking service delivery in certain areas of the Borough and not others. Residents who choose to walk, cycle or use public transport will not be subsidising those who choose to drive.

A properly and consistently priced parking resource forms part of a holistic framework for transport in the Borough, and should reflect the fact that people have choices about their means of transport. It is hoped that as part of the collective public approach to combatting climate change and air pollution, people will make choices and changes that include avoiding using their cars for short trips where they can use other more sustainable and active means of transport.

The Council aims, with partners, to help provide support for people to change their behaviours and means of transport in the longer term. For those who are planning a short local trip for example, they might choose an active transport method – walking, or cycling – rather than taking their car for a short journey. The Council is looking to support this by currently considering plans for the introduction of e-bikes in certain areas of Dacorum. It is also installing Electric Vehicle Charging Points in certain Council car parks during 2023-24 in order to support residents to play their part in switching to electric vehicles and reducing emissions. The implementation of Electric Vehicle Charge Points (EVCPs) will require the charging policies to reflect the potential change in motorist's behaviour in terms of how they will use the Council's car parks in the future.

The review of parking charging policies has taken place to ensure there is consistency across the Borough and to bring them closer to other Local Authority charging policies. A range of measures are proposed to be implemented, which include:

- Free parking – removal of free parking to avoid subsidising some parking services and not others, and reflect the cost of providing parking services. Removal of 'first hour free' parking should also increase dwell time at local shops and businesses by removing incentives to leave after just one hour.
- Operating hours – extending charging hours to reflect the cost of providing parking services
- Long stay tariffs – introduce additional long stay tariffs to ensure cost recovery is maintained

- Short stay tariffs – consolidate short stay parking tariffs to a minimum of 2 hours
- Car park capacity – open up the top deck of Water Gardens North car park for public use.

All proposals will be subject to the appropriate statutory consultation before introduction and approval of Traffic Regulation Orders.

The table below shows the potential additional parking income that could be generated by application of a revised and more consistent set of charging policies that are in line with other relevant benchmarks.

As also noted above, the usage figures in the table below have been calculated allowing for some uncertainty as to the effects of parking tariff changes on parking behaviour.

Table 2 – Additional Parking from Charging Policies

Description	2023/24 (part year)	2024/25 (full year)	2025/26	2026/27
Removal of Free Parking throughout the Borough	£60,500	£242,000	£242,000	£242,000
Amended charging policies (extended charging hours, new long stay parking tariffs, consolidation of short stay parking tariffs, payment method changes and opening Water Gardens North upper level for public use)	£79,500	£318,000	£358,000	£358,000
Total	£140,000	£560,000	£600,000	£600,000

The table below demonstrates the estimated financial outcome of the combined proposals for parking tariff increases and changes to the parking charge policies over the 4 years MTFS. It shows that this could potentially generate additional £2.9M, which could help alleviate financial pressures, maximise income from valuable parking assets at a time when parking income has seen significant reductions, and contribute to the Council's ongoing financial sustainability and wider delivery of services to residents and businesses.

Table 3 – Overall Financial Position

Description	2023/24 (part year)	2024/25 (full year)	2025/26	2026/27
40p Tariff Increase across all car parks	£115,771	£463,083	£463,083	£463,083
Increase on-street parking to standard hourly rate	£13,514	£54,056	£54,056	£54,056
Free Parking	£60,500	£242,000	£242,000	£242,000
Amended charging policies	£79,500	£318,000	£358,000	£358,000
Implementation costs	-£27,000			
MTFS Inflation Expectation 2%	-£100,000	-£138,401	-£177,571	-£218,292

Total	£128,771	£938,738	£939,568	£898,847
Cumulative	£129k	£1,068k	£2,007k	£2,906k

2.4 'Smart' technology in Parking

The concept of 'smart' technology in parking involves using digital technologies to optimise vehicle parking and allow for flexible and targeted tariffs that can contribute to strategic objectives. Many cities and towns, as well as the wider highways infrastructure, have now introduced smart technology as part of a basket of measures to improve transport and parking initiatives, support the climate change agenda and other strategic objectives.

'Smart' technology provides the Council with the opportunity to support the use of 'cleaner' vehicles by more 'agile' differentiated parking tariffs e.g. for lower polluting vehicles, which would improve local air pollution.

In an increasingly digital environment, the introduction of 'smart' technology will provide motorists with the option to take advantage of a cashless environment, enabling a quicker and improved experience.

Studies show that the introduction of 'smart' technology can increase compliance with the local parking tariffs, enabling the Council to benefit from increased revenue and reduce operational costs.

Studies also show that dwell time can increase when 'smart' technology is implemented as motorists do not need to choose a return time and rush back to their vehicles, which should benefit retail for local businesses.

The recommendation is that 'smart' technology is included in the re-commissioning of the parking enforcement contract commencing this year in time for a contract start in April 2025, to develop a procurement strategy on whether it should form part of the new parking enforcement contract or be a stand-alone contract.

2.5 Project Structure Key Milestones

The table below highlights the key stages required to implement changes to tariffs and charging policies:

Table 4 – Indicative timeframe for tariff and policy review

Process	Timeline
Develop proposed changes to parking tariffs and charging policies	May/ June 2023
Obtain quotation for making changes to Traffic Regulation Orders & Signage	July 2023
Present to Scrutiny and secure Cabinet approval for proposals	July 2023
Produce draft documentation (Traffic Regulation Order, Traffic Order, Notice of Variation, press notice etc.)	July 2023
Formal Consultation	Aug – Sep 2023
Assess consultation responses, & produce report upon conclusion of allotted time frame for Portfolio Holder consideration	Sep-Oct 2023
Final Portfolio Holder decision on changes to implement	Oct 2023
Signing & sealing of Traffic Regulation Order	Oct – Nov 2023
Information board proofing sign off, manufacture and installation by third party	Nov 2023
Update website, pay and display machines and pay by phone applications	Dec 2023

This is a long process and it should be noted that there are several external factors that may impact on the minimum timeframe; such as statutory stakeholder consultation, the Traffic Regulation Order process and the lead-time for the manufacture and installation of the car park information boards and updating pay and display equipment.

The table below highlights the key stages required to implement 'smart' technology. The overall timescale for achieving this is approximately 19 months.

Table 5 - Indicative timeline for introducing 'smart' technology

Process	Timeline
Commissioning & Procurement	Jul 2023 – Jul 2024
Consultation on proposed implementation of 'smart' technology	Jul 2024
Quotation for undertaking changes to Traffic Regulation Orders, Signage etc.	Jul 2024
Produce draft documentation (Traffic Regulation Order, Traffic Order, Notice of Variation, press notice etc.)	Aug 2024
Respond to consultation & produce report upon conclusion of allotted time frame	Oct 2024
Signing & sealing of Traffic Regulation Order (TRO)	Nov 2025
Install Equipment and signage	Jan 2025
Staff Training	Mar 2025

3 Options and alternatives considered

Many options were analysed as part of the process of reviewing parking tariff increases and the charging policies. The modelling for each of the options was reviewed by officers from finance and commercial teams and presented to the Portfolio Holder and Leader and to SLT and other Portfolio Holders.

The proposed implementation of 'smart' technology has been developed as part of the Parking FBC and has investigated a few different options, to help understand the different technologies in the market. Any implementation of 'smart' technology will first need to follow a robust commissioning and procurement process where different solutions will be analysed to evaluate the optimum outcome. Recommendations will be made accordingly.

4 Consultation

Current on-street and off street parking tariffs are shown in Appendix 3. Full details of the proposed changes will be clearly shown in the consultation documentation.

Any changes to parking tariffs and charging policies will need to undertake formal consultation with stakeholders and members of the public. Any required changes would need to be incorporated into a Traffic Regulation Order. A final decision to implement any changes is then made by the Portfolio Holder, subject to Cabinet granting delegated authority to make such decisions.

Likewise, the implementation of 'smart' technology will need to follow a formal consultation process with stakeholders and members of the public, so that any changes are incorporated in to a TRO for enforcement purposes. Again, a final decision to implement 'smart' technology will be made by the Portfolio Holder following a request for delegated authority to make such decisions.

A report was presented to Finance & Resources OSC on 4th July and the following comments were raised for Cabinet to consider: Please note that this is a summary of the main issues raised and the full video recording of the debate is available on request via the Member Support team.

Provisional comments from officers to each point raised below have been added to assist Cabinet members.

Scrutiny comment: Query as to whether charging for parking near neighbourhood shops should be considered.

Officer response: Further assessments will need to be done to assess the usage of local neighbourhood spaces before Members can consider this further. This will be reviewed as part of the Council's developing approach to neighbourhood operations and reported back to Members once the review is complete.

Scrutiny comment: The consultation should include a section to indicate if the responder is a resident or a business so that a full analysis on different parts of the community can be assessed.

Officer response: This will be actioned as part of the consultation.

Scrutiny comment: Query raised as to whether the consultation could state the reasons for these proposals.

Officer response: The consultation will set out the overall reasons for tariff increases and tariff policy changes, which are as set out in this report.

Scrutiny comment: Queries raised about whether an alternative could be to reduce the number of free car park spaces /spaces that have the first hour free on a trial basis so that the impact can be reviewed before full implementation.

Officer response: The approach presented is equitable across all car parking spaces and dividing car parks where some spaces are free and some chargeable would create an unfair structure and user confusion. It would also be costly to implement as tariffs would have to be changed twice.

Scrutiny Comment: Query raised about whether businesses could be asked to contribute to keep Canal Fields car park free of charge, for example, by considering schemes such as selling permits for businesses.

Officer response: The aim of the proposal is to create a consistent approach to charging across the borough. It may be possible to explore alternative schemes which would allow business users to block purchase parking tickets or permits in certain car parks but this would need to be considered further through the consultation stage to understand if this is feasible from an operational perspective.

Scrutiny comment: Concern raised about introduction of charges in free to use car parks that are located close to recreational areas (e.g. Gadebridge Park & Canal Fields)

Officer response: The aim of the proposals is to create a consistent charging structure, for the reasons set out in this report.

5 Financial and value for money implications

The recommended changes to parking tariffs and charging policies will have a positive financial impact for the MTFS as set out in the report.

There are some implementation costs and some assumptions in the MTFS over a 4 year period, and these have been taken in to consideration when carrying out financial modelling.

The development of the Parking FBC in terms of the implementation of 'smart' technology suggests that it could deliver a positive financial impact in terms of greater compliance and increased dwell time. However, this will not be known until the commissioning and procurement of any technology has been concluded.

6 Legal Implications

Any changes to parking tariffs, charging policies and the introduction of 'smart' technology will need to be incorporated in to the TRO for enforcement purposes. This will also ensure that the Council is fully compliant with any legislation.

7 Risk implications:

There are no key risks that have been identified for the review of the parking tariffs or charging policies. The Council is the land owner of the car park assets and has control over making any changes to tariffs and charging policies.

There is a risk of complaints about any changes to current tariffs and charging policies, but the increases and proposals are reasonable, no increases have taken place in four years, and prices still compare favourably with neighbouring Authorities and local privately managed car parks.

At this stage, no key risks have been identified for the implementation of 'smart' technology, however, this will be further analysed as part of the commissioning and procurement process.

8 Equalities, Community Impact and Human Rights:

A Community Impact Assessment has been completed and is attached as Appendix 3.

9 Sustainability implications (including climate change, health and wellbeing, community safety)

The recommended changes in parking tariffs and charging policies may support wider behavioural change that will have positive sustainability implications.

10 Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

Consultation with statutory stakeholders will ensure that any implications on Council infrastructure are considered.

11 Statutory Officer Comments

Monitoring Officer:

Public consultation will take place regarding the proposed changes to ensure that the views of affected persons are considered prior to implementation of the new tariffs and policies. The report recommends that the final decision to implement the changes be delegated to the Portfolio Holder for Corporate & Commercial Services and the Strategic Director, Corporate & Commercial Services after responses are considered.

S151:

The proposed parking policy changes will provide additional income to the Council to support the commercial strategy income generation projections and in line with the approved 2022 MTFS.

12 Conclusions:

Parking Tariffs & Charging Policies

It is proposed that the recommendations set out in this report for increases to on-street and off-street parking tariffs and changes to charging policies are agreed by Cabinet.

The financial and non-financial benefits of this approach will be as set out in this report.

Introducing 'smart' technology

It is recommended that the use of 'smart' technology be included in the re-commissioning exercise commencing this year, which will include the parking enforcement contract due for renewal in April 2025. A commissioning review will develop a procurement strategy on whether it should form part of the new parking enforcement contract or be a stand-alone contract.

If the outcome of the commissioning process is consistent with the estimates in the FBC, and supports the introduction of 'smart' technology, then the benefits will deliver the following:

Financial - The introduction of 'smart' parking might generate a small level of additional income each year – this would be investigated through commissioning and procurement

Non-Financial - The ability to change parking tariffs in an agile fashion in support of strategic considerations such as pollution and peak travel times. The technology can support the reduction in local air pollution levels and deliver an improved and more convenient service for motorists.

Appendix 1

Neighbouring Local Authority Town Centre Car Park Tariffs

	Dacorum WGN Lower Deck	Watford	St Albans	Three Rivers	Stevenage	East Herts	Luton	Aylesbury
30 minutes	n/a	n/a	n/a	Free	£1.00	n/a	n/a	n/a
1 Hour	£1.00	£2.00	£2.00	Free	£2.00	£1.00	£1.00	£1.10
2 Hours	£1.60		£3.50	£2.00	£3.00	£2.00	£1.50	£2.10
3 Hours	£2.20	£3.10	£4.20	£2.50	£4.00	£2.60	£2.00	
4 Hours	£2.70	£4.10	£5.50	£4.00	£5.00	£3.50	£2.50	£3.60
5 Hours	£4.00	£5.10	£7.50	n/a	£11.00	£4.30	£3.50	£5.10
6 Hours		£6.10		n/a				
7 hours		£10.50	£15.00	n/a		£5.20	£5.50	£8.10
10 Hours				n/a				
12 Hours		n/a		n/a				
14 Hours	n/a	£15.00	n/a			n/a		
24 Hours	n/a		n/a			n/a		
24+ Hours	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Appendix 2

Privately Owned Car Park Tariffs

	WGN Lower Deck	Riverside	Hillfield Road NCP	Marlowes	Hemel Hospital	Hemel Station	Apsley Station	Berkhamsted Station	Tring Station
1 Hour	£1.00	n/a	£1.45	n/a	£3.50	£9.10 (£5.10 after 10am)	£9.10	£9.10 (£6.40 after 10am)	£9.10 (£6.40 after 10am)
2 Hours	£1.60	£2.00	£2.90	£2.00	£5.00				
3 Hours	£2.20	n/a	£4.35	n/a	£7.00				
4 Hours	£2.70	£2.50	£5.80	£2.50	£8.00				
5 Hours	£4.00	£5.00	£6.95	n/a	£9.00				
6 Hours				£5.00	£10.00				
10 Hours				£6.50	£12.00				

Appendix 3 Current on-street & off-street Parking Tariffs

Markyate

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
Hicks Road, AL3 8LJ	Free						Any stay

Hemel Hempstead

Charges apply Monday to Sunday, including public holidays, 8am to 6pm

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
Wood Lane End, HP2 4RA	£0.50			£0.80	£1.20	£2.00	Any stay
The Gables, near Bell Court, HP2 5HL	£0.60		£0.80	£1.00	£1.20	£1.70	Any stay
High Street, Old Town, HP1 3AQ	£0.50		£0.80	£1.00	£1.20	£1.70	Any stay
Gadebridge Lane	Free						Any stay
Queensway, HP1 1HR	£0.60		£1.10	£1.40	£1.80	£2.70	Any stay
Alexandra Road, HP2 5BS	£0.60		£1.10	£1.40	£1.80	£2.70	Any stay
Water Gardens (North) Lower deck, Bridge Street, HP1 1EF	£1.00		£1.60	£2.20	£2.70	£4.00	Any stay
Water Gardens (South), HP1 1EF	£0.60	£1.20	£1.80	No long stay			Short stay
Moor End, HP1 1BT	£2.70					£4.00	Long stay
Park Road, HP1 1JS	£0.70		£0.90	£1.10	£1.40	£2.70	Any stay

White and red zones of the Water Gardens (North) Upper deck are only open to the public on Saturdays and Sundays.

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
Water Gardens (North) Upper deck, Combe Street, HP1 1EF	£1.00		£1.60	£2.20	£2.70	£4.00	Any stay

Boxmoor

Charges apply Monday to Sunday, including public holidays, 8am to 6pm

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
Cowper Road , HP1 1QQ	Free		£0.60	£0.70	£0.80	No long stay	Short stay

Apsley

Charges apply Monday to Sunday, including public holidays, 8am to 6pm

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
Durrants Hill , HP3 5SD		£0.40		£0.80	£1.20	£1.70	Any stay

Kings Langley

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
The Nap , WD4 8ET	Free						Any stay
Langley Hill , WD4 9HD	Free						Any stay

Berkhamsted

Please note: All business season tickets for Lower Kings Road multi-storey car park have now been allocated. We are unable to accept any further applications at this time.

Charges apply Monday to Sunday, including public holidays, 8am to 6pm

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
Water Lane , HP4 3AP	£0.90	£1.60	N/A	N/A	No long stay	Maximum stay two hours	
Lower Kings Road , Floors 0,1,2 and 3	£0.80	£1.50	£2.20	£3.00	No long stay	Short stay	
Lower Kings Road , Floors 4 and 5	£0.80	£1.50	£2.20	£3.00	£4.00	Any stay	
Lower Kings Road , Floors 6 and 7 (weekends only)	£0.80	£1.50	£2.20	£3.00	£4.00	Any stay	
Canal Fields , Broadwater, HP4 2AL	Free					No long stay	Short stay
St John's Well Lane , HP4 1HA	£0.80	£1.50	£2.20	£3.00	£4.00	Any stay	
Bournside	Free for Blue Badge holders and motorcycles only					No long stay	Short stay

Tring

Charges apply Monday to Sunday, including public holidays, 8am to 6pm

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
The Forge , High Street, HP23 5AG	Free		£1.10	£1.30	£1.60	£2.40	Any stay
Church Yard , Frogmore Street, HP23 5AZ	£2.40						Long stay
Frogmore Street (East) , HP23 5AZ	Free		£1.10	£1.30	£1.60	No long stay	Short stay
Frogmore Street (West) , HP23 5AU	£2.40						Long stay
Victoria Hall , Akeman Street, HP23 4AF	Free		£1.10	£1.30	£1.60	No long stay	Short stay

Charges apply Monday to Saturday, excluding public holidays, 8am to 6pm

Car park	Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	4 - 10 hours (all day)	Length of stay
Old School Yard , High Street, HP23 5AA	Free		£1.10	£1.30	£1.60	No long stay	Short stay

Appendix 4 - Community Impact Assessment Parking Tariff Increases & Parking Charging Policy

Dacorum BC Community Impact Assessment (CIA) Template

Policy / service / decision	Parking Service tariff & Business Case proposals
<p>Description of what is being impact assessed <i>What are the aims of the service, proposal, and project? What outcomes do you want to achieve? What are the reasons for the proposal or change? Do you need to reference/consider any related projects?</i> <i>Stakeholders; Who will be affected? Which protected characteristics is it most relevant to? Consider the public, service users, partners, staff, Members, etc.</i></p> <p><i>It is advisable to involve at least one colleague in the preparation of the assessment, dependent on likely level of impact</i></p>	
<p>The aim of this report is to recommend increases in parking tariffs and changes to parking charging policy, for both on-street and off-street parking across the Borough.</p> <p>The basis of these recommendations is to:</p> <ul style="list-style-type: none"> • Provide an appropriate and more equitable charging basis that reflects the value of assets and cost of the services provided • Provide a more equitable charging basis for users across the Borough, with consistency as to charging policies. • Drive additional income that will contribute to parking income pressures, and contribute to the Council's wider financial sustainability and delivery of services • Contribute to longer term objectives relating to sustainability and climate change, as part of a holistic approach to encouraging behaviour change in relation to travel and sustainable transport options 	
<p>Evidence</p>	
<p>What data/information have you used to assess how this policy/service/decision might impact on protected groups? <i>(Include relevant national/local data, research, monitoring information, service user feedback, complaints, audits, consultations, CIAs from other projects or other local authorities, etc.). You should include such information in a proportionate manner to reflect the level of impact of the policy/service/decision.</i></p>	
<p>The Council's parking charges are significantly lower than public sector averages, and local private sector parking. Benchmarking parking tariffs with other Local Authority car parks shows the Council's parking tariffs are in the lower quartile of prices charged and further benchmarking with privately operated car parks in the vicinity also show that the Council's parking tariffs are lower.</p> <p>Parking tariffs across the Borough were last reviewed and increased in 2019, during this period, inflation has increased by c. 25%, so the current proposals for tariff increases in off-street car parks only bring the Council's tariffs in line with the cost of inflation.</p> <p>The Council has a range of parking charging policies that need to be applied in a consistent and equitable manner throughout the borough. It is not justifiable or financially sustainable for the Council to subsidise part of its parking services and it is also needs to encourage where possible changes in behaviour with regard to transport options, that will support wider environmental benefits.</p>	

Who have you consulted with to assess possible impact on protected groups? *If you have not consulted other people, please explain why? You should include such information in a proportionate manner to reflect the level of impact of the policy/service/decision.*

Before implementing any of the proposed changes to parking tariffs and parking charging policy, the Council will need to undertake a formal consultation before making the relevant Traffic Regulation Order.

This will provide an opportunity for individuals or groups that feel that they will be impacted to provide feedback on the proposals.

The comments and feed-back that are submitted as part of the consultation will then be weighed up against the financial and non-financial benefits of implementing the proposals

Analysis of impact on protected groups (and others)

The Public Sector Equality Duty requires Dacorum BC to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. Consider how this policy/service/decision will achieve these aims. Using the table below, detail what considerations and potential impacts against each of these using the evidence that you have collated and your own understanding. Based on this information, make an assessment of the likely outcome, before you have implemented any mitigation.

- The PCs of Marriage and Civil Partnership and Pregnancy and Maternity should be added if their inclusion is relevant for impact assessment.
- Use “insert below” menu layout option to insert extra rows where relevant (e.g. extra rows for different impairments within Disability).

Protected group	Summary of impact <i>What do you know? What do people tell you? Summary of data and feedback about service users and the wider community/ public. Who uses / will use the service? Who doesn't / can't and why? Feedback/complaints?</i>	Negative impact / outcome	Neutral impact / outcome	Positive impact / outcome
Age	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of age.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability (physical, intellectual, mental) <i>Refer to CIA Guidance Notes and Mental Illness & Learning Disability Guide</i>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies do not apply to any blue badge parking spaces/bays as these will remain free to use when legally displaying a blue badge.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	regardless of gender identity or gender expression.			
Race and ethnicity	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of race or ethnicity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or belief	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of religion or belief.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of gender.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of sexual orientation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not protected characteristics but consider other factors, e.g. carers, veterans, homeless, low income, loneliness, rurality etc.	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists that use pay to park space/bays. There remains significant levels of free parking on the public highway throughout the borough.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Negative impacts / outcomes action plan				
Where you have ascertained that there will potentially be negative impacts / outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.				
Action taken/to be taken <i>(copy & paste the negative impact / outcome then detail action)</i>	Date	Person responsible	Action complete	
N/A			<input type="checkbox"/>	

If negative impacts / outcomes remain, please provide an explanation below.

N/A

Completed by (all involved in CIA)

Ben Hosier

Date

27/06/2023

Signed off by (*AD from different Directorate if being presented to CMT / Cabinet*)

David Barrett

Date

30/6/23

Entered onto CIA database – date

To be reviewed by (officer name)

Review date